

PENNSYLVANIA RAILROAD,
LOYALHANNA CREEK BRIDGE
Pennsylvania Railroad
Pennsylvania Railroad (Conrail)
spanning Loyalhanna Creek
Latrobe
Westmoreland County
Pennsylvania

HAER No. PA-344

HAER
PA
65-LAT,
2-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

HISTORIC AMERICAN ENGINEERING RECORD
PENNSYLVANIA RAILROAD, LOYALHANNA CREEK BRIDGE
Pennsylvania Railroad

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Location: Pennsylvania Railroad (Conrail) crossing Loyalhanna Creek, Latrobe, Westmoreland County, Pennsylvania

Date of Construction: ca. 1901

Present Owner: Conrail.

Present Use: Railroad bridge.

Significance: This two-span skewed stone arch bridge was erected in the early 1900s when the Pennsylvania Railroad was reconstructing its main line between Pittsburgh and Harrisburg to accommodate four tracks instead of the existing two tracks. William H. Brown, chief engineer of the Pennsylvania Railroad, supervised this track expansion.

Historian: Gray Fitzsimons, 1991.

Project Information: The results of the study of Westmoreland County were published in 1994: Gray Fitzsimons and Kenneth D. Rose (eds), Westmoreland County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites (Washington, D.C.: America's Industrial Heritage Project (AIHP) and HABS/HAER, National Park Service). The contents of the publication were transmitted to the Library of Congress as individual reports. Research notes, field photos and copies of historic photos collected during the project were transmitted to the AIHP Collection, Special Collections, Stapleton Library, Indiana University of Pennsylvania, Indiana, PA 15705.

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This two-span skewed stone arch bridge was erected about 1901 as part of the expansion of the Pittsburgh Division of the Pennsylvania Railroad's main line between Pittsburgh and Harrisburg. Each span measures about 40' in length. Ashlar sandstone was used for the arch, spandrel walls, and wingwalls. H.S. Kerbaugh of Philadelphia probably served as contractor for the bridge. Kerbaugh received a contract from the PRR to construct a number of stone arch bridges during the PRR's track expansion that occurred between 1901 and 1903. William H. Brown, chief engineer of the PRR, supervised the design and construction of all work along the main line.

Sources

George H. Burgess and Miles C. Kennedy, Centennial History of the Pennsylvania Railroad Company, 1846-1946, Philadelphia: Pennsylvania Railroad Company, 1949.

Engineering Record, v. 48 (October 10, 1903): 418.